

**FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.**

[PRICE 6D.]

"FOX AND OTHERS: LEARN."

“FOX AND OTHERS - LEAH”

**VALUABLE MINE, MINE SHARES, AND MATERIALS.**  
FOR SALE.—TO BE SOLD, BY PUBLIC AUCTION, at the Star Inn, in the borough of Helston, in the county of Cornwall, on Tuesday, the 18th day of October next, at 12 o'clock, the following property, to-wit:—  
**WHEEL CURTIS**, situate in the parish of St. Austein, in the county of Cornwall, east (and on the same side), of Wheal Julia, and south of the Wheal Craver and Abraham. Wheel Curtis is now in full course of working, and producing a sufficient amount of copper ore to pay its monthly costs, and has on it the following materials:—43-inch cylinder, steam engine, iron beam, and one boiler, capstern, shears, pulleys, and 11-inch capstan rope, five horse-whims, chain, tackle, shears, ropes, and chain, eighteen fathoms of 4-inch pumps, knee-thirteen fathoms of 6-inch pumps, 14-inch pump, 14-inch pole, 11 piece, &c., thirteen fathoms of 16-inch pumps, 14-inch working, 14-inch piece, and windrope, fifteen fathoms of 17-inch pumps, 184-inch working, doze-inch piece, and windrope, thirty fathoms 18-inch rods, with plates, bolts, &c., forty fathoms 9-inch rods, with plates, bolts, &c., smiths' bellows, anvils, tools of various descriptions, iron, timber, ladders, shears, &c. And also all those TWO HUNDRED AND TEN undivided THREE HUNDRED AND TWENTY PARTS, or SHARES, of and in all that is called Wheal Curtis, and situate in the parish of Wendron, in the said county of Cornwall, on the same side, as the Wheal Julia, and west of the Wheal Trampet Mine, and in the same engine, two steam whims, and other machinery and materials for carrying thereto. The above mine, mine shares, and materials, are offered for sale by and under the direction of the executors of the will of Thomas Teague, Esq., deceased, and are well deserving the attention of miners and the public generally. Persons desirous of viewing the mine and materials must, for that purpose, apply to Captain William Richards, Redruth, Cornwall, or to the agents, at the Residence of the said Thomas Teague, Esq., at the residence of Messrs. J. Smith, Messrs. Redruth, or to Messrs. Simmons, Passingham, and Simmons, Solicitors, at Truro, Sept. 29.

**COLLIERY AND MINERALS.**—One of the finest and most productive MINERAL PROPERTIES is now offered either for **ABSOLUTE SALE**, or **TO BE LET**, to be worked at a royalty. The coal is of the very first quality, and ready for firing, and a vein of great thickness having been cut, and iron ore is also found in abundance. The property is situated in the most fertile and, in the most efficient state on the premises, so that the works may be commenced without delay. The property is situated close to the line of the Llanelli Railway, with which the colliery is connected by a short branch, and every facility exists for the transport to Llanelli and the shipment of the produce in the floating dock, or by the canal, or extensive undertaking. On the whole, it may be submitted that this property is the most valuable and profitable one offered for sale or letting, and reasons for which will be explained, and further particulars afforded, on application to Mr. John Nigg, 30, Old Broad-Street, London.

**COLLECTIONS OF MINERALS and SHELLS.—FOR SALE,**  
on COMMISSION, at 50, Great Russell-street, Bloomsbury, London:—

1. A collection of Minerals, consisting of about 1500 specimens (each measuring from one to three lines), containing most of the known substances, and in general characteristic specimens, together with a number of small minerals, in brass, wood, glass, &c. explanatory of the laws of crystallization.—Price, £40; if not sold entire, this and the next article will be broken up and sold in detail.
2. A collection of minerals, consisting of about 1200 small specimens, and containing numerous very select specimens of most of the known substances, among which are a series of twenty-eight various meteoric and meteoric iron—several of these last being of the rarest kind; the whole arranged in fifty trays, placed in a box, five by six inches, and in 200 descriptive sheets, of 12 lines.
3. A beautiful selection of single specimens of minerals and shells, and a few fossils, at very moderate fixed prices.
4. A collection of shells, illustrative of 250 genera, according to LINNÆUS, LAMARCK, DEKay, SOWERBY, and other modern authors, all named, &c. &c.
5. A collection of 250 tertiary fossil shells, principally from the Eocene beds of Fontenay, together with a small series of American fossil shells, of the same period, &c. &c.
6. A selection of 1000 recent shells, without names, &c. &c. or, if named, &c. &c.
7. Small various species of shells, &c. &c.
8. Fossil shells, all named, &c. &c.

**CARSON'S ORIGINAL ANTI-CORROSION PAINT.**

Specially patronized by the British and other Governments, the Honourable East India Company, the New River Company, the principal dock companies, and other public bodies.—The Anti-Corrosion Paint has been used by the Honourable Board of Ordnance for upwards of half a century, who have proved it to prevent corrosion more effectually than any other; than the very best white lead, or any other description of paint; and, in consequence of its possessing this invaluable quality, all the iron guns had gun-carriages, both for land and sea service, have been painted with it after the above period. It, therefore, will be found a very useful preservative of iron steam-boats, iron bridges, pipes, or any other valuable iron work. It has also been used in great quantities by other public bodies, and by numbers of gentlemen of the first distinction, to preserve wooden houses, barns and other out-buildings, conservatories, park paling, iron railing, iron barades, copper, zinc, brass, bronze, &c., busts, and tiles to represent statues. This paint is admirably adapted for painting the masonry of stone arches, aqueducts, chimneys, or other edifices exposed to air and moisture, especially if they are made of brick, as it will last longer than any other paint, and will keep better than oil, so that it is well known to be stronger harder than stone in a few months after it is laid on. It is generally recommended by West India proprietors, emigrants, and others connected with the colonies, who will find it stand all climates better than any paint hitherto invented. The superiority of the Anti-Corrosion to any other paint may be easily inferred from the simple fact, that its use has always been most extensively resorted to by architects, engineers, painters, oil and colourmen, and all others interested in the sale of common paints. These subscribers and landed proprietors who, while they study economy, yet do not neglect to have their property painted well, properly preserved, and free from decay, are necessarily led to resort to this Anti-Corrosion Paint, which is the American Paint, so far as excellence is concerned, being exactly equivalent to the famous Lead-White Paint, so far as inferiority is concerned, and it will bring every inch of time. Colours—light ash, dark olive, yellow ochre, light blue, dark blue, green, chocolate, dark red, bright olive, and black; also putty, varnish, black, red, blue, green, the light drab, the grey, &c., in tins of 20, 30, and 72 lbs. each. Large tinned tins, in 60; small tinned ditto, in 10. See the trade circular printed, in 6d. each. Prepared oil, —see notice.—Wm. Galloway, manufacturer in Liverpool, 15, Market Street, back of the Bank of England, where the materials used are kept, may be seen from the architect, engineer, and painter, who are the sole customers for the Indian seas.

**THE TWENTY-NINTH ANNUAL MEETING** of this society will be held in the Museum, on Friday, the 18th October next, at noon. The officers and council will assemble in the same place at Eleven o'clock. - It is respectfully requested that communications intended for the meeting may be forwarded to us at the earliest convenience of the authors, and that competitors for the premiums will send in theirs by Monday next.

P. 200  
 P. 201  
 P. 202  
 P. 203  
 P. 204  
 P. 205  
 P. 206  
 P. 207  
 P. 208  
 P. 209  
 P. 210  
 P. 211  
 P. 212  
 P. 213  
 P. 214  
 P. 215  
 P. 216  
 P. 217  
 P. 218  
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**STEAM-ENGINE.—TO BE SOLD, a PUMPING-ENGINE.**  
with boilers, pumps, steam and feed pipes, &c. &c.—For further particulars apply at the office of this Journal, 1, Crane court, Fleet-street, London.

**STEAM-ENGINE.—WANTED TO PURCHASE, A LOW-**  
PRESSURE BLAST-ENGINE, cylinder to from sixty-eight to fifty-two  
inches diameter—stroke not less than eight feet, the size of the blowing-cylinder  
to be named.—ALSO WANTED, A HIGH-PRESSURE ENGINE, from twelve to  
twenty horse-power.—Apply to Mr. W. Jones, Brynmawr Iron Works, near Tredegar.

**Mining.**—A Gentleman, who has had twenty years' experience in mining matters, is desirous of engaging with a party who require the assistance of a **PRACTICAL MAN**, thoroughly conversant with the management of the office and surface department, at home or abroad.—Letters, post paid, to be addressed "C. F.," care of Editor of *Mining Journal*, 1, Crane-court, Fleet-street, London.

**DE DUNSTANVILLE COPPER MINING COMPANY.**—The directors of the above company give notice, that a **SPECIAL GENERAL MEETING** of the shareholders will be held, at the office of the company, No. 26, Birchin-lane, London, on Tuesday, the 23th day of October instant, at Two o'clock precisely, for the purpose of determining upon the expediency of dissolving the company, and in case of it being resolved in the affirmative, to dissolve the company accordingly.—26, Birchin-lane, London, Oct. 4.

**IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice**  
Is hereby given, that the TRANSFER BOOKS will CLOSE on the 14th inst., and re open on the next day, after that of the General Meeting of Proprietors in November, of which due notice will be given.  
Winchester House, London, Oct. 1. **GEORGE THOMAS**

**THE MINERS' COMPANY.**—The Court of Assistants of the Governor and Company of Copper Miners in England, hereby give notice, at a HALF-YEARLY GENERAL COURT, to declare a DIVIDEND, will be held at the office of the company, 57, Old Broad-street, on Wednesday, the 12th of October next, at Two o'clock, precisely.

By order of the Court of Assistants, W. INGLIS, Secretary  
Office of the Governor and Company of Copper Miners in England,  
Old Broad-street, London, Sept. 7.

**RUSSIAN STEEL-IRON-CCND.**—The undersigned having been appointed **SOLE AGENTS** for the Messrs. de Dendroff in England, the above market of Iron and Steel, through them, at  
18, HIGH STREET, WEST, and  
20, AUSTIN FRANKS, LONDON, at  
**LIVERPOOL**, they have appointed Messrs. Carns and Tait; and at  
**BRISTOL**, Messrs. P. Mann and Son, their agents.  
The undersigned particularly request all buyers of the CCND to make their purchases through them, or through their agents, which will eventually put a stop to the high and excessive prices which unprincipled parties are selling a loose inferior iron, with a counterfeit mark of the CCND, by which manufacturers are grossly imposed upon, and the old favourite goods of the country injured.  
20, AUSTIN FRANKS, Impd. 7.  
**ANTHONY AND J. H. HAM**

**THE PATENT SAFETY FUSE.**  
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE  
EXPLOSIONS.—This article affords the safest, cheapest, and most expeditious  
method of blasting, and is the most perfect and perfect of all. From many testimonials to its  
superiority with which the Manufacturers have been favoured from every part of  
the Kingdom, they select the following letter, recently received from John Taylor,  
Esq., F.R.S., &c., &c., &c.:—  
"I am very glad to hear that my recommendations have been of any service to  
you. They have been given from a thorough conviction of the great superiority of  
the Safety Fuse; and I am quite willing that you should employ my name as evi-  
dence of the quality of the Fuse. I have no objection to its being used in any  
advertisement and sold by the Patentee, RICHMOND, SMITH, and SONS,  
Birmingham, &c., &c., &c."

**SMOKE NUISANCE—ECONOMY OF FUEL WITHOUT**  
**THE NUISANCE FROM SMOKE, by C. W. WILLIAMS'S AIR FURNACE**  
 The principle of this furnace consists in the mode by which the air is introduced  
 the smoke matter evolved from coal, whereby a more perfect combustion of the  
 fuel is effected, and the smoke being absorbed on true chemical principles,  
 explained by Mr. Williams in his *Treatise on the Combustion of Coal, A Furnace*  
 constructed on this principle may, in consequence of its daily use in action at the  
 Arsenal and Harrington Water-works, Bolton Station, Liverpool, &c., &c., &c.,  
 for further information, apply to Dittus and Co., Agents, 4, Town-hall-chamber,  
 10, Street, Manchester; or to Mr. C. W. Williams, Liverpool.

**J. R. SAMUEL HALL'S PATENT SMOKE-CONSUMING**  
**APPARATUS.**—The following PAPERS may be had GRATUITOUSLY, on application, at Messrs. H. and W. Gould, 55, Moorgate street, or Mr. Hall, King's Arms yard, London.

Refutation of Mr. Josiah Kennerley's incorrect Report to the Directors of the Great Eastern Railway, "requesting the above apparatus."

Remarks on Mr. John Fox Bull's Defence (if desired it may be called) of Mr. J. Kennerley's Misstatements, "as authorized by Mr. Bull in the *Sanctuary Times*, *Railway Magazine*, and *Mining Journal*, of the 24th Inst. ;

Exposure of the pretended Clauses and overweening Vanity of Mr. Charles Wye Fox, one of the Consulting Engineers, as displayed in his paper published on the 24th Inst. in the *Sanctuary Times*, *Railway Magazine*, and *Mining Journal*, and on the 25th Inst. in the *Sanctuary Times* and *Railway Magazine*.

**THE THAMES TUNNEL IS OPEN TO VISITORS DAILY.**  
Sunday excepted, from Nine in the morning till dark, and lighted with  
The entrance is only on the Middlesex side of the River, close to the Tunnel  
Wapping, the shaft at Rotherhithe being closed to fulfil the new Statute.—  
Entrance, 1s. each.  
By order of the Board of Directors.

Company's Office, Watfront buildings, City, Sept. 1942.  
B. Steam boats to the Tunnel Pier at Wapping, from Hangerford,  
p. 10. Blackfriars Bridge, Old Shades and Old Swan Piers, London.  
Boats, with plates descriptive of the works, situated at the Tunnel.

[illegible]

OF AGRICULTURE, BUSINESS, AND TRADE,  
the program of carrying the war to the private sector, and the other  
efforts required to meet the requirements of the war. The program of the  
Federal Reserve, said not merely "Agriculture," and "Business," but in short these  
three fields have been used, and the war, and other conditions and efforts have

**M**R. HALL'S SMOKE-CONSUMING PATENT  
Pud. No. 201, 800

To W. Y. Chaister an Annual Convention, and the Historical Secretariat to the Manchester Chamber of Commerce, and the Prevention of Smuggling Association.

GENTLEMEN:—Having been in the interior of Ireland, I have had this day an opportunity to return to Dublin, upon Mr. Hall's second advertisement letter in the "Irish Free Press," of the 1st inst.; by this you are let a little further into the secret of Mr. Hall's patents, and the bearings of which, on each other, it is not easy to unravel. It now appears that Mr. Hall has three patents—all referable to "smoke burning"—namely Nos. 141, 142, and 143, of 1841, and January 14, 1841. I mention I was, in common with the public, ignorant of the existence of this alleged infirmity, until the publication of the patent of 1841, and the advertisement of the 1st inst., by which it appears I should have been apprised of it. I am, however, not the second. Mr. Hall, however, is the last person who could have noticed this, as it is entirely attributable to himself, as I shall show by the following extract from his specification of 1841. In that specification Mr. Hall states as follows:—and I appeal to all reading it, whether the public, as well as myself, would not be justified in considering this patent of 1841 as the "second"—"It being the one which I have, in Mr. Hall's own words, introduced the very 'improvements'—that is, of that nature, which I have been ever laboring to, and succeeded in, bringing me as an individual on notice of 1839. The words are embodied in the specification of 1841, as follows:—'Now, know ye, that I, Samuel Hall, do hereby declare, that the nature of my inventions, and the manner in which the same are to be performed, are fully described and ascertained in and by the following descriptions thereof—that is to say, the objects of my inventions are improvements upon, and modifications of, my methods and apparatus for more 'perfectly effecting the combustion of fuel and smoke, or described in the specification of my patent of 24th June 1839.'"

As is there, I take after such a promise, that would not consider this patent of 1841 as really the second, and as being expressly the direct improvement on the first—that of 1836? and the more so, as I do not get a single allusion in that specification to any *intermediate* one of 1840. Now, then, was I, or the public, to know of the existence of such intermediate one, for he does not inform us whether it was ever published or not, but merely adds, as a proof of its existence, "I refer to my first improvement." He studiously keeps out of sight the existence of any other paper than the two of 1836 and 1841; and then charges confusion on the public for not knowing what, as far as we are told, he is getting in the face of the patent-office. I leave the public to say where the confusion is. Surely, I would have been more straightforward to have stated, what is now learned—that this patent of 1841 is an improvement of that of 1836, and not of that of 1840. Had he done so, the public would not have been led astray, as I have been myself. If, then, we have been led into error, in considering this patent of 1841 as his second, instead of his first, I am at once brought to 1836. The answer must be, Mr. Hall's alone.

But, further, that I said, "I am not at all through with the patent of 1841, alone, and in seeking the heat with improvement, but with improvement in both." I am now asking the heat for heating atmospheric air from other situations, and by other means than those specified in my *old repeated patent*—viz, that of 1836, the only one recited. I again ask—What are the public, for whom these considerations are framed, to consider, but that this of 1841 was in reality the second, as being that which directly, and in the most precise terms, amended and improved the first?

Nothing has been said of that of 1836, or of any other. And then one may say, that earlier intermediate one may not be in existence, and that there may be, in fact, four, or even a greater number, than the two of 1836 and 1841. After what we call it the *second* or the *third*—the question is not asked by any one of the public.

As many of the observations in Mr. Hall's letter in the last *American Journal* (dated at October) are directly answered by my second letter, inserted in the same issue, I need not repeat those. I particularly refer, however, to two points in my last letter, the justification of my statement as regards the failure of the *Alder* locomotive, which he had so flatly contradicted; and next, the circumstances connected with the first furnace being permitted to be erected at the Manchester and Birmingham Railways. Mr. Hall says, "I am not at all through with the service." Our dispute is of a scientific nature. "I beg to tell him there are no other nature (or as in any difference as to facts or dates, or the ordering of his facts, those will soon regulate themselves. The questions really between us are scientific, and of real importance to the public, as involving points of considerable interest, and of none other will I dispute" with Mr. Hall—of these, however, as in time—our real dispute is only on the threshold. Mr. Hall says he knew three men who will be glad enough to say what is meant by his sentence's first line. I have been told, but I regret that I have not the names, and am therefore unable to paraphrase my reply (if he does not, perhaps I may). Mr. Hall says, "I am not at all through with the service." He knows I never used a *heat* (concerning the self-delivery, I replied to his allusive letter addressed to you, concerning the self-delivery, I repeat, I am, your obedient servant.

TO THE EDITOR OF THE MINING JOURNAL.

18. *King's Arms-gate, Stourgate Hotel, London, Oct. 3.*  
 Sir.—Had it not been for the introduction of the highly respectable names of Mr. W. Bush and Mr. Sedgewick into the letter of the 21st ult., published in your 11th week's *Monitor*, I should have been inclined to believe that the letter had been addressed to my indignation of not troubling you with any further replies to the numerous statements, but I have too great a respect for the above-named gentlemen not to wish to set myself right in their opinion, especially as there is an invitation respecting me, made by Mr. Williams to Mr. Bush and the other gentlemen who allowed me to apply my apparatus to one of the boilers at the Manchester and Birmingham Railway Station, Manchester. Mr. Williams makes the above invitation (partly in chaise, as follows:—"I can only say they did not leave Mr. Sedgewick") I will then say, in my present letter, inasmuch you think I stand in future need of your advice contained in your *Journal* of the 17th ult., to "re-consider myself" in the same manner as I have done, in relation to the letter of the 21st ult. I don't know that my feelings would have allowed me to do so, had I been in circumstances of Mr. Williams having commenced a sort of boycott, by refusing to do so, in addition to his public opinion, a private threatening letter. You suggested Mr. Williams will not act as a sort of *ex-vice-voce* to us both—in other words, I resolve us to throw dirt at each other without annoying the public. I do not perceive the exact motive of Mr. Williams for publishing Mr. Bush's letter—however, I admit every word of it to be correct, and it quite corresponds to, and confirms, the statement in my letter of the 14th ult., in which I stated and published your letter of the 10th ult., in which you said, I presume, Mr. Williams intended to publish. The words are as follows:—"I have no scientific abilities on two thirty-horse boilers, at the engine of the Manchester and Birmingham Station, Stour-gate, Manchester. I was allowed to take his apparatus away from one of them, and to apply mine in lieu of it—in which of the two was the best may be ascertained by inspecting their various operations, this one is allowed to do, by the kind permission of the company." After quoting above, Mr. Williams says—"One is here at a loss how to characterize the erroneous impressions here conveyed—the expression of facts." &c. Let me say to Mr. Bush's letter, and then, I will say, whether it seems me guilty of any of the faults of your letter of the 10th ult. I am inclined to think it is not. Mr. Williams's apparatus from one of the boilers may I was allowed to take it from Mr. Bush, in his letter, admit of a claim, the fact.

[illegible][illegible]







## IMPROVED METHOD OF BLOOMING OR ROLLING IRON.

(Specification of patent granted to George Allarton, engineer, West Bromwich, Stafford, for certain improvements in the method of blooming and rolling iron.)

Fig. 1.

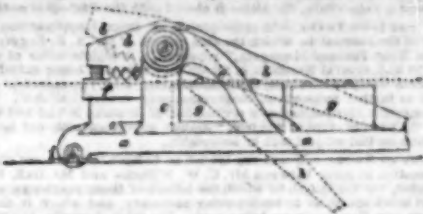
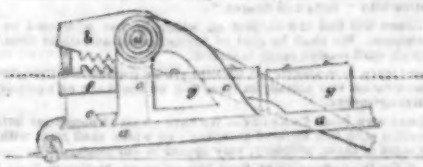


Fig. 2.



According to the ordinary method of making iron, as soon as the puddled balls or ball-furnace piles are taken from their respective furnaces, they are subjected to the operation of hammering or squeezing, by which they are freed from cinder, and reduced to blooms, slabs, &c., as desired. The squeezers, generally employed for this purpose, consist of a lever, worked by a crank or cam, attached to the machinery. The bedding or foundation of these squeezers is effectually secured from lifting up or moving, by various contrivances; so that, in the event of great resistance from the iron becoming too cold, or from any other cause, some portion of the machinery must inevitably break, occasioning expense and delay. From this liability to breakage, the utility of the squeezer is much lessened, as a sufficient power cannot be obtained without risk. To remedy this defect, the patentee provides a relief, which enables the machine to be so adjusted as to exert any given or required amount of pressure (say from 100 to 1000 tons) with perfect safety; and in the event of a greater resistance occurring than that to which it is adjusted, the whole machine lifts up from a joint or hinge, at the extremity of the bed-plate, and thus prevents any breakage.

In consequence of the great pressure required, the motion is necessarily slow—thus an advantage is given to the workman in turning about his bloom or slab. Tools, so constructed as to prevent the iron eluding the grasp of the squeezer, can be used, by which the bloom is sooner completed, and the iron may be rolled whilst quite hot. In plate, figs. 1 and 2, are side views of the machine, in two positions. *a, a*, is the cast-iron bed-plate, with a long slot or forked opening in its bladder part, to allow the tail of the lever *b*, to work up and down through it. Upon this bed-plate are fixed two standards *c*; one only of these can be seen in the side elevation. Through eyes, in the standards *c*, a strong wrought-iron pin *d*, is passed, which constitutes the axle or fulcrum of the lever *b*. On the bed-plate is placed a carriage or bearing *e*, for the anvil *f*, to rest upon; and several (say four) cast-iron weights *g, g*, of at least five tons each, are placed to press the bed down. At the front part of the bed-plate, on each side, there extends a gudgeon or pin *A*, held down to the foundation by strong wrought-iron loops *i*, bolted to the masonry. These gudgeons *A, A*, constitute a fulcrum or hinge-joint, on which the bed-plate may rise as a lever, but do not admit of its being displaced laterally.

In fig. 1, there are represented two pieces of hot iron or blooms, of compressible iron, under the jaw of the squeezing lever *b*, which lever will, when worked up and down upon its fulcrum-pin, compress the blooms of iron upon the anvil *f*, into the required shape. But when the iron is in a cold state, as the piece represented under the jaw of the lever *b*, in fig. 2, the incompressibility of the iron, in that state, prevents the jaws from coming down upon the anvil. In this case, the certain and uniform force applied to and acting against the tail of the lever, in the ordinary mode of working it, would, from the resistance of the incompressible piece of iron cause some part of the machine to give way or break; but that, by the bed itself, being permitted, under this extreme force, to rise, as shown in fig. 2, the strain upon the machine is relieved, and no fracture is likely to take place. The patentee remarks, that although he has described the particular machine now at work, and which has been at work for some months, blooming iron at the rate of about 150 tons per week, without the slightest accident or breakage, and without any additional expense to its original cost, yet he does not intend to restrict himself to the particular form of lever and its appendages, shown in the drawings, as that might be varied without deviation from the principal feature of novelty, which constitutes the invention; nor does he limit himself to any precise mode of actuating the compressing lever, either by cam, tappet, or crank; nor to the precise mode of counter-balancing and regulating, by weights, the amount of pressure at which the relief shall come into operation; nor to the particular of joint or hinge employed to raise the bed upon, provided the object of the invention be effected; but what he does claim, as the principle of his invention, is the means of adapting such machinery to sustain any required amount of pressure (however great) with perfect safety.—*Newton's Journal of Arts.*

## IMPROVEMENTS IN THE MANUFACTURE OF FUEL.

(Specification granted to William Edward Newton, civil engineer, of the office of patents, 66, Chancery-lane, for certain improvements in the manufacture of fuel—being a communication.)

This new combustible, called by the inventor, "carboline," is chiefly composed of two combustibles—viz., pulverized coal and vegetable or animal oil. There are various modes of manufacturing this carboline, according to the purposes for which it is required, either for steam-engines, smithies, foundries, glass-houses, or for heating common stoves, chimneys, and kitchen ranges, in dwelling-houses. If a combustible is required, capable of giving out a very considerable heat (and the cost is a matter of inferior consideration), the carboline will be best made from coals, coke, and broken coals, together with some animal or vegetable oil and fluid tar. If, on the contrary, the chief object is to have a combustible which, in proportion to its efficiency in heating, shall be cheaper than other materials hitherto used for that purpose, it will be necessary to make the carboline from peat coals, mixed with oil of tar, or some bitumen. The proportion or quantities of coals and oil, to be mixed together, is to be regulated by the purpose for which the carboline is intended, and must depend upon the greater or less degree of heat required for each purpose.

In order to manufacture a good carboline, proceed as follows:—1. Take such a quantity, as may be convenient, of coal, charcoal coke, brown coals, or peat coals—reduce them to powder, by means of a grinding or stamping-mill, and afterwards pass the pulverized material through several sieves, to render the powder as fine as possible. Put this coal powder into wooden tubs, and let it there be mixed with the animal or vegetable oil. In order to avoid the expensive use of hydraulic or mechanical presses, to obtain a compact mass out of this mixture of powder and oil, and also, in order to concentrate the heat and flame of the carboline, a well-stirred iron or clay-water should be very carefully mixed with the pulverized coal, so as to saturate every atom of the powder. Add to this mass such a proportion of oil as may be required, and mix it very carefully with the materials. These processes of mixing may be easily performed, through very simple machines; and it matters not, whether the oil is mixed with the coal-powder before or after the clay-water has been combined with it. The mass having been thus mixed, may be formed into cakes, by any convenient means, either by hand or by machine. These cakes, when made, may be placed either in heated rooms, to dry, or in the open air. The mass or clay-water is composed of two, or two and a half parts of water, and one part loam or clay. The proportions of quantities of the materials, of which the different qualities of carboline may be composed, may be stated as follows:—For a fuel, which may be called No. 1, take twenty-four parts of coal or coke, six or seven parts of clay-water, one part of oil, and one of bitumen or tar. For another artificial fuel, called No. 2, take twenty-five parts of coal or coke, six or seven parts of loam or clay-water, and two parts of mineral, animal, or vegetable oil. Another fuel, No. 3, may be produced, the following proportions being observed:—Take thirty parts of coal, thirty-six parts of loam or clay-water, and four parts of animal, vegetable, or other oil, and mix them together, as above described.

## COLONIAL LAND COMPANIES.—No. 1.

## SOUTH AUSTRALIA.

The recent Parliamentary measures relative to this colony having revived the public interest in its affairs, we purpose giving a few facts respecting its present state, and the prospects of the "doing well" of those emigrants who may determine upon that part of the globe as their resting place. Towards the close of last session two Acts were passed relating to South Australia; the first is entitled "An Act for regulating the Sale of Waste Lands belonging to the Crown in the Australian Colonies," passed 23d June, 1842; and the second, "An Act to provide for the better Government of South Australia," passed 30th July, 1842. The first of these is applicable not only to South Australia, but to New South Wales, Van Diemen's Land, Western Australia, and New Zealand, and establishes one uniform mode of selling land in all these colonies by quarterly sales—the minimum upset price being 20s. per acre; and between the periods of these sales purchases can be made of all lands that have been previously put up to auction—one half of the gross proceeds of the future sales of the waste lands is to be appropriated to the conveying thither of labouring emigrants free of passage money. The second Act secures great advantages to the colony—the chief of which are, that the loan of 155,000*l.*, which was advanced to the colony from the Consolidated Fund last year, has been converted into a grant; the interest on the original debt of 80,000*l.*, due by the colony, which was at the rate of 10 per cent. per annum, has been reduced to 25 per cent., and provision is made for the remainder of the colonial debt (about 30,000*l.*) being settled by colonial debentures, bearing interest at the rate of 5 per cent. per annum. Thus the whole of the financial obligations of the colony, of this nature, which were at one time so formidable, have been reduced to the small annual payment of about 4500*l.* Besides these advantages, a vote of 50,000*l.* was obtained as an additional grant, to provide for certain drafts by the present and the late governors, and for this year's current expenses. The former Acts of Parliament, as to South Australia, have been repealed, but all laws passed under those Acts have been declared valid, by which the valuable privileges enjoyed by the colonists there have been confirmed. These great advantages have effectually relieved the colony, and the crisis of its difficulties has, in a great measure, been got over—her various resources are rapidly unfolding, and her onward course appears to be thoroughly secured. The following is a short statistical account of the present state of South Australia:—

The province of South Australia lies on the south coast of what was formerly called New Holland, between the 123d and 141st degrees of east longitude, and, including the adjacent islands, extends inland to the 26th degree of south latitude. The area of South Australia comprises about 300,000 square miles, or 192,000,000 of British acres. The quantity of land surveyed, up to the end of 1841, was 638,114 acres; that surveyed from 1840 to the end of 1841 was 1941 at half the contract price, being at an average price of 9*l.* 10s. per acre, or the total expenses, including office is town, &c., 1s. per acre. There are now upwards of 300,000 acres of land surveyed and open for selection, besides other immense tracts of land, which may be made available for pastoral and agricultural purposes whenever the circumstances of the colony shall require it. The lands, when bought, are absolute freeholds, the titles being obtained direct from an officer appointed by the Crown. From the general character of the country of South Australia very few natural obstructions to international communication exist, and great attention has been paid to the forming of roads, which have branched out in all directions from Adelaide, of which town made practicable and open amount to 155 miles—in progress 65 miles, and contemplated 155 miles—making a total of 310 miles. The population of the colony at the commencement of 1841 was 14,745 souls, exclusive of omissions from the remote districts, and children under seven years of age, but, including these, the population of the province must, at this time, be at least 19,000. The city of Adelaide is situated on the eastern coast of St. Vincent's Gulf, and its population is now about from 6000 to 7000 souls. The number of houses, shops, stores, and other buildings in the city in May, 1841, was 1900, but, by this time, in consequence of the increased emigration of capitalists, must be considerably increased in number. The public buildings have been reared at much cost, and in a style of great elegance and comfort, and consist of Trinity Church, Government house, Bank of Australia, the public offices, the Music Saloon, the company's buildings, the Barracks and Jail, the Club-house, the Theatre, and several churches and chapels of a superior character, all of which have been erected with much attention to the comfort of the members, and at a cost but little under 15,000*l.* Several other chapels are in course of erection, and many are contemplated. The amount of capital invested in the province of South Australia is at least between two and three millions. The estimated expenditure of the Colonial Government for this year, including all salaries and contingencies, amounted to 34,558*l.*, while the probable amount of revenue was 35,000*l.* There are two banks of deposit and issue in South Australia, besides a savings bank—the latter was established in the early part of the year 1841, when monetary difficulties were beginning to be felt, and its progress has been very gratifying. The Post-office establishment of South Australia consists of a General Post-office in Adelaide, and of seven branch establishments, the farthest being at a distance of fifty-four miles from Adelaide. Besides the *Government Gazette*, there are published in Adelaide four newspapers, a monthly magazine, an almanac, and occasionally a valuable statistical paper, under the title of the *South Australian News Letter*.

The following certificate as to the capabilities and advantages of Port Adelaide, spontaneously given by eleven commanders of vessels, lying in the harbour, requires no comment, and must satisfy the most incredulous:—

Port Adelaide, Dec. 26, 1841.

We who herewith annex our names, being commanders of vessels now lying in Port Adelaide, beg, before quitting the port, to express publicly our opinion of its capabilities and accommodations. This we might not have thought necessary, had we not seen, of late, accounts published regarding this place, calculated to mislead shipowners and the public generally, and to induce a heavy injury on the colony—accounts which have been repeated either from parties who were prejudiced against South Australia, or from ignorance; for no man could ever conscientiously have made such glaringly untrue statements as those made lately before a committee of the House of Commons. Port Adelaide is a safe and commodious harbour, capable of containing a great number of vessels with safety. At present there are six barques and ships, four brigs, a steamer, and five schooners lying here. Two barques, each of upwards of 500 tons, two brigs, and two schooners, are alongside the wharf, discharging and loading, and the remainder on the opposite side. Five of these—viz., two barques, two brigs, and a schooner, are loading cargoes for Britain, and three undergoing repairs. We have, therefore, no hesitation in saying, that Port Adelaide, though not so extensive as some, and inferior as great facilities for loading and unloading as any port in the Australian colonies. With regard to the country, the fact, that at the present moment there are five vessels loading valuable cargoes for Britain, in a colony not yet five years established, speaks more forcibly than anything we could say regarding it.

W. W. GIBBS, barque, *Prima*. B. F. SERRAVALLO, schooner, *Vesta*.  
W. ROBERTS, barque, *Gratia*. W. D. DINE, brig, *Deception*.  
O. DELAND, ship, *Merced*. T. TALBOT, schooner, *Water Witch*.  
W. GILCHRIST, barque, *Albion*. A. DUNBAR, ship, *King Henry*.  
H. McLEAN, brig, *Princess Louise*. G. W. BARNES, schooner, *Hazel*.  
H. JONES, schooner, *Duke of Sussex*.  
To Mr. J. F. Bennett, Adelaide.

From this colony there have been, from its commencement, exports of sperm oil, black oil, and wool; these have rapidly increased, so that, during this season, four vessels have arrived in London, by which there have been received 1627 barrels of wool, 174 casks of oil, 256 bundles of whalebone, broken packages of seal skins, gum and stringy wool, plaids, leather, two casks of salted beef as samples, &c. Two others were loading in the colony in February last, chiefly with sperm oil and wool for England.

A most important change has of late taken place in the commercial relations of South Australia and the neighbouring colonies. Hitherto South Australia has been, in a great measure, dependent on these colonies for the supply of flour, sugar, and cattle, and had nothing to give in return but hard cash, or bills on England. Now the case is altered, she can raise a sufficient quantity of grain for all the wants of the colony. One or two shipments of fat cattle, besides supplies of butter and cheese, have been sent to Van Diemen's Land, and slates and other articles to Sydney. This traffic will undoubtedly increase, to the obvious advantage of both colonies; and judging from the geographical position of South Australia, and the western parts of the territory of New South Wales, there is good reason to expect that the settlers in these parts of New South Wales will receive their supplies from South Australia by the whole stream of the Murray; and that the wool of their flocks will be shipped, not at Sydney, but at Encounter Bay, in the colony of South Australia.

A most gratifying progress has been made in agricultural operations, for, in 1840, there were only about 400 acres of ground under crops; in 1841 about 2000; and in 1842 upwards of 6000—4700 of which were in wheat, and upwards of 1000 in barley. Various samples of the wheat have been pronounced, by high authorities at Melbourne, to be equal in quality to the best English or continental supplies. The oats have been declared to be superior to any known. The advance made towards the cultivation of the soil is of a most vigorous character—20,000 acres being now sown for the collection.

The mineral wealth of South Australia is beginning also to be discovered, and is, seemingly, very various. A lead mine has been opened in the immediate neighbourhood of Adelaide, from which a specimen of ore of half a ton of ore was sent to England, which was found to be very rich; but the quantities of South Australia lead, at the present time, other things to attend to, more urgent than working mines. Coal has not yet been found, but there can hardly be a doubt that it will.

Several statements have obtained circulation and general belief, showing that South Australia, and more particularly Adelaide, is subject to severe and continued drought; this is most decidedly untrue, for Adelaide is situated in a most abundantly supplied with wholesome fresh water at all seasons of the year—partly from the River Torrens, which runs through the town, and partly from private wells, in which water is found at varying depths from thirty to seventy feet. The average quantity of rain which fell in London during the years 1840 and 1841, was very nearly the same as that in Adelaide;

and all accounts concur in representing the climate of South Australia as one of the finest in the world.

From statistical documents, it appears that the quantity of wool exported from South Australia for this season, being her fifth year, is about 200,000 bales. We have seen several letters from settlers, all of which give a very favourable account of the colony. The following is the price of several productions, &c., at Adelaide:—Washed wool, 10*l.* to 1*l.* 5s. per lb.; in grease, 8*l.* to 7*l.* 5s. per lb.; fresh butter, 1s. 3d. to 1*l.* 6d.; cheese, 6d. to 1*l.*; tallow, 5s. 6d. to 3s. 9d.; tobacco, 3s. 6d.; candles, 9s. 10s. per cwt.; beef and mutton, 5*l.* to 6*l.*; wheat, 7s. 6d. to 10s. per bushel; barley, 6s. to 8s. 6d.; oats, 6s. 10s. per cwt.; potatoes, 7s. to 1*l.* 10s. per cwt.; sugar, 37s. to 40s. per cwt.; eggs, 1*l.* 6s. to 1*l.* 10s. per dozen; sweet milk, 6d. per quart; flour, 4*l.* 10s. per 100 lb.; seconds, 20s. per cwt.; melons, pumpkins, &c., 3d. to 1*l.* each; working bullocks, 10*l.* to 12*l.*; milk cows, 7*l.* to 11*l.*; heifers, 5*l.* to 8*l.*; young cows, 3*l.* to 5*l.*; wetters (60 lbs. weight), 1*l.* 10s. Labourers' wages, 1*l.* per week, with rations.

The principal places where information may be had respecting South Australia, are as follows:—The South Australian Company, 4, New Broad-street, who sell farms, or let them on long leases, with power of redemption; the South Australian Banking Company, 53, Old Broad-street, through whom money may be remitted to the colony; and the South Australian Society, instituted for the purpose of promoting the general interests of the colony, 53, Great Winchester-street.

The following official declaration, on the subject of agricultural operations, cannot fail to afford the friends of South Australia the most sincere gratification. It forms the "conclusion" of a Finance Minute, presented by his Excellency Governor Grey to the Legislative Council at Adelaide, on the 10th of February last, and is extracted from the *Government Gazette*, of 15th February, 1842:—

"In conclusion, I would call the attention of the council to the numerous harvest with which this colony has been lately blessed by Divine Providence; to the rapid extension which agricultural and pastoral pursuits are making; to the degree of fertility prevailing throughout the province, which is so great, that during the last few months the colony has not only been altogether free from crimes of any magnitude, but even petty offences have been of rare occurrence; and to the low price at which the necessities of life can now be procured. It is true, on the other hand, that great pecuniary distress of recent years prevails in this colony, in common with all those which surround it; which distress, from all the inquiries I have been able to institute into this subject, arose, in a great measure, from a variety of causes over which the colonists had no control. There are, however, many alleviating circumstances attending this distress. The colony has hitherto met with the greatest sympathy and most liberal assistance from the Imperial Legislature. The leading statesmen of all parties united in the desire to relieve the pecuniary difficulties of the province; whilst the colonists generally have, at the same time, evinced a degree of forbearance and perseverance, which cannot be too highly commended. I have been particularly struck with this, from personal observation in the different country districts which I have had an opportunity of recently visiting; and I can bear testimony to a most creditable to the community at large. I feel confident that the present pressure on the money market cannot be of much longer continuance. It is to be supposed that the tide of capital emigration will once again set in to these shores. The very great agricultural capabilities of the province are now fully established, by the productive harvest which has just been concluded, and by the concurrent testimony of the leading agriculturists. The highly moral state of the population, added to the great security of life and property, which prevails throughout the province, must necessarily weigh much with intending emigrants. The great quantity of surveyed and unsurveyed land, coupled with the easy access afforded to it, by the great lines of communication which have been either completed, or are in the course of rapid progress, afford facilities to intending settlers, which have hitherto been unknown in young colonies. Whilst the abundance and cheapness of stock, and the low price of labour and provisions of every kind, render this a most profitable time for the investment of capital. It is impossible that such advantages can be, for any length of time, overlooked."

We conclude with the following extract from the *South Australian Register* of May 14th, published in Adelaide:—"No less than four different parties are now on their way overland from the eastward with cattle and sheep. The stockholders of New South Wales are slowly discovering, that if South Australia is sharing the depression more or less common to all the colonies of New Holland, and if her markets be not much more tempting than those of her neighbours, her pastures at least are greener and more luxuriant, and that within her boundaries there is no danger of the herds perishing for want of grass or water. These considerations, we suspect, are only beginning to be appreciated among our eastern friends; when they are better known we shall have fewer of our splendid ranges unoccupied."

## ON PREVENTING CORROSION IN METALS.

Mr. Arthur Wall, of Shrewsbury, in the specification of his patent for a composition for preventing corrosion in metals, thus explains his process:—"To enable others skilled in the art to use my invention, I will proceed to describe the mode of manufacturing the same, and the application thereof. I place 20 lbs. of the strongest muriatic acid, diluted with three gallons of water, in a shallow pan, or vessel, made of cast-iron. I then take 112 lbs. of filings of either steel or bar-iron, or other wrought iron; I heat them in redness, and throw them into the mixture of acid and water, for the purpose of oxidizing the filings. I then place the pan on a sand bath (heated by a fire from a furnace), which digests the filings, and facilitates the oxidation. I repeatedly stir up the whole, and after subjecting them to this process for about twenty-four hours, or until effluvia takes place, and the greater part of the filings are taken up by the liquor, or mixture, I allow the oxides thus obtained, to run off through a tap into a vessel beneath, leaving the metal and operated upon at the bottom. When these oxides are quite settled, the clear liquor, or liquor, is run off from them into a third vessel, and then the filings must be subjected in the same process in the original mixture, to complete the oxidation (that is) they must be again made red-hot, and the mixture which has run into the third vessel thrown upon them, and this process must be repeated until all the filings have oxidized that can be made to do so. The oxides thus obtained I now expose on a dry iron plate, made red-hot over a furnace, until all moisture has evaporated from them, and they assume a red appearance. I then mix with them 16 lbs. of quicksilver, by sifting it through a very fine wire sieve on to the oxides, and afterwards I intimately mix it with them by rubbing the whole down in a mortar, or other suitable process, and when so mixed I then add as much water as will cover the surface, and from 8 lbs. to 12 lbs. of strong nitric, or nitrous acid, and again place the whole on the furnace-plate, or iron bath, and repeatedly stir it until all the moisture, or liquor, has nearly, or completely, evaporated. I then place the whole mass in a mortar, or other pounding machine, and heap, or pound, it until it is in a complete state of blackness. I then mix it with water, and stir, or wash, it until all the light particles are washed out. I then allow it to settle, and when the settlement has taken place, the water is poured off from the sediment at the bottom. This sediment I then place in a crucible, or earthenware retort, with a receiver attached, adapted for the receipt of any chloride, or mercury, that may escape, or come over (the contents of this receiver I preserve, in order to re-add to the general mass afterwards, when cool); then I make it red-hot, and when in this state I plunge it into fresh boiling water, and stir it for a few minutes, and then allow it to settle. I then pour the water off, let it cool, and add the chloride, as before stated; and, after the last-mentioned process, I add to it one-quarter of its own weight of common black lead, or minium, commonly called 'red lead,' according to the colour which the operator wishes the composition to assume. Previously to applying this composition to metal, I add to it such a quantity of boiled linseed oil and spirit of turpentine (in the proportion of one fifth of spirit of turpentine to the oil used), so will reduce it to a state sufficiently fluid to be spread with a brush. This preparation I then apply as thickly as possible, by means of a brush, to sheets of copper, or other metals which sheets I afterwards subject to a heat gradually raised to about 200 degrees of Fahrenheit's thermometer, so as to make the metal adhere the preparation; this heat must be applied to the sheets of prepared metal, without smoke or flame, by glowing the sheets on trucks in contact with the furnace-plate, in the manner hereinafter described. The mode of applying this heat may be various, but to render the more distinctly to explain my meaning, and likewise my mode of operating, I shall now proceed to describe the furnace which I use, and find to answer the purpose. I erect two or more horizontal flues, the construction and dimensions of which may be varied according to circumstances, which flues should gradually decline towards the extreme end from the furnace-end, so as to produce a good draught, and communicate a stronger heat to the plates above mentioned. These flues I cover with cast-iron plates. I then raise the exterior walls of the furnace to the height of from about three to six feet above the iron plates, which walls must be bound with iron braces to prevent them from cracking, from the excessive heat. I then place this sheet of iron slightly curved, thus forming a roof, and rest them on the exterior wall. Each end of the chamber (thus formed) is closed by an iron plate, made to slide up and down by a pulley, so as to act as a damper, and let out, or shut off, the heat. The heat from the flues is carried away by a common chimney, which has a damper in it for the purpose of containing the heat. The sheets of metal prepared with the composition as above described, are then placed upon iron trucks, between upright poles which run on wheels of four inches diameter, and are then placed over the iron plates made hot by the flues; the heat must be gradually applied to prevent the composition from blistering on the metal, by the trucks being first placed at the extreme end from the furnace-end, and gradually moved over the heat till evaporation ceases, and the metal assumes a dark appearance—this completes the operation. When preparing the metal in this manner, I apply the iron heat most carefully sufficient at first to melt the oxide from the metal, and when in that state I take them out and spread upon them as much charcoal, very finely powdered, so will be absorbed by the metal, which gives to the metal, when prepared, a glossy appearance. I then apply the stronger heat, and the operation is completed. Now, I do not claim as my patent any kind of apparatus or of the separate processes, or the use of any vessels or furnace. But what I do claim as my invention, and desire to secure by letters patent, in the composition prepared as above described, for the prevention of corrosion in metal and for other purposes."







including purchases by the Miners' Company, about 12,000 tons—thus showing that, while our exports have decreased, having in 1831, exported 2604 tons less than the exports of 1841, our home consumption has been on the increase and not decreasing, as Mr. BASSETT would lead us to infer, when speaking of "a high protecting duty, and consequent diminishing consumption," the residue having been consumed in this country. We may here further observe, that the markets abroad have not only taken in the last year 5926 tons of British copper, wrought and unwrought, but also 10,087 tons of foreign copper—in all 16,000 tons—while in 1831 the total quantity taken by foreign markets, of British and foreign copper together, was little more than one-half that quantity, or about 8800 tons.

Mr. BASSETT observes, that "the inclination, however, of the exporters of foreign copper—certainly of the consumers—to have the benefit of British workmanship and manufacture fastened on it does exist." We do not doubt the inclination which exists to have the benefit of British workmanship and manufacture, but who is the foreign exporter, we would ask?—is he not in reality the foreign miner, who, bringing his ore to this country to be smelted, was, under the late existing law, compelled to export it within a limited period? He it is who is the exporter of foreign copper, and who has the inclination to avail himself of British manufacture—the real secret being, that in so doing he would come into our home market on the same terms as the English miner, and bring about equal prices in all foreign markets, thereby advancing the produce of foreign copper, or reducing that of English copper to the level of foreign. As regards the consumer, his "inclination" we can also well imagine, for there can be little doubt but that the consumer would prefer English sheet copper in the London market at the price of foreign copper in foreign markets, or at a reduction of 10*l.* per ton. All this we can readily believe; but where, we would ask, is the sympathy evinced for the home miner? or is not his interest, at least, considered secondary, if not entirely forgotten? We beg to call the attention of the writer of the pamphlet to the circumstance—that the foreign miner is the exporter of foreign copper.

Mr. BASSETT proceeds to quote the speech of Sir ROBERT PEEL—one which we venture to say, however able as a whole, he must regret to have uttered, when he reflects that, to carry his object, he descended to those artifices which are unworthy the statesman, in putting forward an isolated instance as a clap-net (to use a theatrical phrase) whereby he might cajole his auditory, the right hon. Member either understanding but little of the subject, or misapplying and controverting the meaning which should be attached to the communication; the words are as follow:—"I will content myself (says Mr. BASSETT) with allusion to Sir R. PEEL's speech, wherein he says, after stating that you cannot at present import and smelt foreign copper for internal use, that with all your advantages of coal for the purpose of smelting you cannot make use of it for the purposes of home manufacture, and you send it to France and Belgium to be rolled and manufactured." We should not thus again go over the oft-beaten track, but that, as Mr. BASSETT would appear to pin his faith on the sleeve of Sir R. PEEL, it is right he should know the truth. He is right in saying we cannot (or rather could not) use it for the purposes of home manufacture, and this was the miner's protection—for the copper produced from foreign ores, or its equivalent, was forced into foreign markets—it was sold at a reduction of 10*l.* per ton, because the traders and manufacturers wished to buy at "the cheapest market"—and we were protected by our home demand for our home produce. But that portion of the hon. Baronet's speech to which Mr. BASSETT attaches so much undue importance, is that "a foreign power" was very desirous of entering into a large contract for the building of several steam-ships, and that a demand was made to give a drawback on the amount of copper required, or to permit a quantity of copper to be introduced from foreign countries duty free. We are not surprised at any foreign power making any such ridiculous proposition, when he knows the good-naturedness and gullibility of JOHN BULL—only be pleasant in your words, and concession follows—at least such is the too general opinion which prevails abroad, and which our present administration appear most anxious to prove is a correct construction. The absurdity of the proposition is self-evident, as while it is natural that such an application should be made, it is equally so that it should be at once rejected.

It is to be said that with the then existing duties we were to favour the foreign power, by withdrawing the import duty on copper, so as to give an advantage of 10*l.* per ton, thereby establishing a precedent which would soon become a general rule. Were we to ask France or America to allow us to import our iron duty free, because we wish to construct certain engines or machinery—would they concede? We think not—the promulgation of the late tariffs too clearly demonstrate that those countries are more disposed to protect their national industry than to adopt the principles of free trade, which are calculated to destroy interests such as those which we are anxious to uphold.

Mr. BASSETT having expressed his concurrence in the view taken by Sir R. PEEL, says that he does "not despair that the day may come when our operations in this department of manufacture and commerce shall be as gigantic in their nature and extent, and shall as essentially contribute to our national wealth and prosperity as have the cotton manufactures, so extensively carried on in this island." And he continues—"It is, however, evident that this state of prosperity can never be attained under a high duty on the importation of foreign copper; the natural tendency of a heavy tax in that respect is to induce the importers to cast about, and try if they cannot provide themselves with the means of smelting their copper, as well as manufacturing elsewhere." With a brief comment on these two points we shall take our leave of the pamphlet for this week, having entered into the subject at a length far exceeding that which we deemed necessary in the first instance, reserving until our next such remarks as may appear to apply to the other arguments adduced by Mr. BASSETT. The comparison between working mines and manufacturing cotton is unfortunate for Mr. BASSETT. We raise ore, we import cotton—the one is the produce of our own soil, the other the growth of other countries. This we shall treat upon hereafter more at length, when considering the observations of Mr. BASSETT on silk and woollen manufactures.

With respect to the last proposition, it is only necessary to say, that despite the "heavy tax" with which the foreign miner had to contend, two or three companies alone last year managed to profit 200,000*l.*; and so satisfied were they with the heavy tax, that although the value of foreign copper smelted in this country in 1836 was only 1368*l.*, yet with an increase to the amount of 734,000*l.* in 1841, we have never heard that the importers have attempted to smelt their foreign ore elsewhere, although we believe they have "cast about," and tried "to provide themselves with the means."

A week has elapsed, and the worthy alderman has "made no sign"—no reply have we received to ourmissive, transmitted by post, copy of which appeared in our columns of Saturday last, as also in the *Morning Post*, and other of our contemporaries. We repeat the challenge again, and for the last time—Alderman T. WOOD cannot repudiate one word we have put forward—he stands committed to falsehood—and there we might leave him; but as there is a duty we owe ourselves, to prove that we can proudly hold our heads erect, supported by principle and truth, we shall take the earliest opportunity of putting before our readers, in a condensed form, the facts which justify the course we have pursued. We dare Ald. T. WOOD to meet them. If again we otherwise treat

on the affairs of the unfortunate Talacre Company, it will be to lend our aid to those who have been so much plundered, and who are now suffering from the effects which the really guilty escape.

A correspondent directs our notice to the votes in the Court of Aldermen on the election of LORD MAYOR, and encloses, with his letter, the names of the several aldermen who voted on the occasion, which we here submit—

FOR ALDERMAN THOMAS WOOD.	AGAINST ALDERMAN THOMAS WOOD.
Aldermen Thomas Wood, Humphrey, Thomas Johnson, Sir W. Heygate, Hooper.	The Lord Mayor, Aldermen Browne, Sir Peter Laurie, Farebrother, Wilson, Magnay, Copeland, Kelly, Sir C. Marshall, Furzecliffe, Gibbs, Sir G. Carroll.

Thus, it will be seen, that out of a court of twenty-four aldermen, seventeen attended and gave their votes. Mr. Alderman THOMAS WOOD, like a good man and true, voted for himself—as every one counts one on occasions like the present. Alderman HUMPHREY, as in duty bound, and even for the sake of appearances, might be expected to vote for the senior alderman—most certainly he could not vote for himself—and to have remained silent, would, in fact, have been to do so. Next we have Mr. Ald. JOHNSON, who, with that natural kindly feeling which may be expected from a gentleman who filled the office of Sheriff with the LORD MAYOR expectant, and who, with his coadjutor, from the nature of their office, had instilled into them tempering justice with mercy, and giving to the criminal the benefit of the doubt—where such could be found to exist—he voted for Alderman THOMAS WOOD. We then find Sir W. HEYGATE, the candidate, if we mistake not, for the office of High-bailiff of the borough of Southwark, and although we do not mean to infer that this gentleman was influenced by any personal or interested motives in giving his support to Mr. Ald. T. WOOD, who might be expected to have certain patronage in case of his election, yet, we believe, it is certain that Mr. DANIEL WHITTLE HARVEY is supported on the other side. Such are the votes of four out of the five.

It will thus be seen that Mr. Ald. T. WOOD enjoyed a most glorious minority—and with that, as we before said, we are content. We now leave him to enjoy the *otium cum dignitate*, and gladly relieve ourselves from an office which, from its nature, has become irksome.

We have received several communications during the past week on subject of a talked-of compromise between the directors of the West Cork Mining Company and JOSEPH PIKE, as executor of the late LORD AUDLEY; and other rumours have been rife, that LORD AUDLEY was taking certain measures under the advice of JOSEPH PIKE's late solicitor, Mr. H. STAINES, of Dublin. It has been our object to arrive at the truth, but despite the many assurances that 40,000*l.* has been agreed upon to be paid to settle the matter in dispute (from whose pockets we have yet to learn), we cannot obtain any information which will justify the comments of our correspondents—verily, we believe, "it is a weak invention of the enemy." We shall not, however, sleep on our post.

#### NEW PLAN FOR RAISING AND LOWERING MINERS AND RAISING ORES.

The machinery for effecting the above objects, patented by Mr. J. P. Booth, of Manchester, consists of two notched or plain rails, secured every six or seven feet down each side of the mine; the part secured occupies about one-eighth of the rail, and about seven-eighths is surrounded by a brace (sufficiently loose to avoid friction), attached to the top of the car, and one near the bottom, which makes the rail a guide rod to the load. The top brace has a lever through it, and a rope of one strand is attached to near the point of the lever next to the fulcrum, which is drawn over the pulley in a small sheave along with a flat or main rope of about four strands, which is attached to the other end of the lever to which the load and the car is suspended; in the event of the main rope breaking, the small one holds the point of the lever whilst the load pulls down the long end of the lever, which presses the small end immovably to the rail, without falling a yard of an inch. The pressure being vertical, a rail of 30 lbs. to the yard is sufficiently strong to hold many times the weight to be carried. Injury to the car by the weight of the main rope falling upon it, is averted by an iron roof in the form of a hinge, made with liberty to expand to the sides of the shaft when weight presses upon it. In parts of the shaft opened for levels or otherwise, a piece of timber can be placed for the hinged roof to press against, if required. The rope of one strand will wind alongside the rope of four, being of equal thickness, or it can be kept sufficiently tight to keep exact pace with the main one, by a weight working from its axle. The rail, lever, and brace, working without friction, will be almost everlasting, and a trifle of expense will remove them from one shaft to another. The drawing-engines now in use in Cornwall, with balance weights, &c., should in many cases be sufficient to raise and lower the men and raise the ore. The rail and brace offer great advantages in being able to give warning by ringing load bells in the engine-house previous to reaching a level or stopping place. By raising the pulleys considerably above the mouth of the shaft, as the Newcastle ones are, the protection and car for the miners can be constructed to be of little weight, and the ore can be suspended in a tub or kibble that may be filled and emptied without interfering with the passengers' carriage. A very small shaft may suffice to lift the greatest numbers and the heaviest weights by attaching a car of many tiers, and a kibble or tub of great depth.

The Monkwearmouth Colliery proves the practicability of a rope, and all they want to make their system perfect is the patent machinery. Their shaft is 282 fathoms deep; they lower by heave-rope about 150 men and boys every morning, and take them up in the evening, taking twelve, and sometimes eighteen persons at once, within and upon a tub, in three and a half minutes passage; they also raise in the same shaft, within twelve hours every day, about 300 tons of coal, taking two and a half minutes to each load of 31 cwt., with the tub of 14 cwt., which weight is always counterbalanced by the descending tub; drawn by an engine of 66-horse power, assisted by the winding-wheel, having immense balance weights to raise the load half way, when the descending tub and rope brings the balance back to the top. This is so well understood in Northumberland that an engine of 30-horse power lifts prodigious quantities. The managers do not appear to understand an engine running their efficient breaks, and governors may account for it.

CLARENCE RAILWAY.—The sale of this railway, by auction, is to take place in November next, by order of the Loan Commissioners for Public Works, to whom the railway is in debt, and is the first work of the kind that has been sold under such circumstances. The line is situated in the county of Durham, extending from the river Tees to Stockton, a distance of thirty-six miles, with numerous branches to different collieries, contracts having been entered into by the colliery owners for the conveyance of the coal along the line on very advantageous terms to the company. The sources of revenue consist chiefly in the conveyance of minerals and wharfage, and shipping, and the cost of the line has amounted half a million.

GUENDRATH ANTHRACITE COAL AND IRON COMPANY.—Yesterday was fixed for the final examination of Mr. Charles Newman, who was described as an ironfounder at Coggeshall. Several proofs were admitted without objection, and a solicitor, who attended for Mr. SUTTON, Bank-buildings, sought to prove upon bills accepted by the bankrupt for 200*l.* the money was lent jointly to the bankrupt and two other persons who were concerned with him in the Guendraith Anthracite Coal and Iron Company; and all the partners being equally bound, he felt that his client had now a right to prove against the estate. After some conversation the proof was admitted.—[It appeared, in the course of the inquiry, that the bankrupt, being possessed of considerable property, had embarked in the ironfoundry at Coggeshall, which, under its former management, had paid well, but the time of the bankrupt having been chiefly devoted to "tallying the books," to which quest he appears to have been foolishly addicted, he was unable to attend to its management—hence the ruin of the concern, and his appearance before the Court of Bankruptcy.]

#### ORIGINAL CORRESPONDENCE.

##### WATER-WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I beg leave to offer my services, or send an agent to meet any other person connected with water-wheels, to prove the real duty of water flowing over the wheel, provided it is done on the plan that "A Miner" proposed in your Journal some two or three weeks ago. The gentleman meeting me shall be paid one guinea per day, and his expenses, should the duty exceed 50 per cent., but, if below 50 per cent., either my agent or myself is to be paid in the same proportion. H. PENBERTHY.

Tungurah, Oct. 5.

##### WATER-WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—If your correspondent, R. Edwards, of Wheel Lopes, will review his calculations, he will probably discover that the absurdity lies with himself, and not in the rule laid down in the *Practical Miner's Guide*. In order to afford him a clue, I beg to call his attention to the absurdity of his reducing the diameter of the wheels, but preserving the same length of crank, and yet expecting to find a uniformity of power!!! Well done Devonshire! Why, Sir, if this "knowing one" had taken another subdivision, and gone down to a five-foot wheel, instead of a ten, he would have had his crank six inches longer than the radius of the wheel, and, consequently, his computations would have shown a drawback instead of a per centage. JOHN HUDGE.

Callington, Oct. 3.

##### WATER-WHEELS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I felt somewhat gratified in finding that your Bickleigh correspondent, "A Miner," after removing into Denbigh, was convinced of the truth of the real power of an overshot water-wheel, acknowledging that 40 per cent. is more than should be calculated, agreeing with six other writers on the same subject; but all are not convinced, for some still remain grovelling in the dark, protesting against the truth. From a 46-foot wheel, any man of common sense would allow something for inertia, &c.; and no mathematician will say that three-twenty-thirds, about one-eighth of the length of the lever, was too much, making allowance for the mis-application of the water acting on the buckets below the centre. I cannot call your correspondent at Wheel Lopes a scientific man in hydrostatics, when he calculates on a 10-foot wheel, radius five feet—then, from five feet deduct three, or three-fifths, instead of three-twenty-thirds. According to the rule laid down in the *Practical Miner's Guide*, from five feet there should be only eight inches deducted—then proceed with the calculations, and it will come to nearly 24 per cent. Mr. Edwards may write, but, unless he calculates mathematically, and prove his calculations by practice on some wheel, his assertions will do himself no credit, nor be of any means of edification to your readers. The nineteenth century has not produced a plainer and more correct set of tables for the general use of unbigotted miners than what Mr. Budge published in 1825, and I call the rule for making up the power of a water-wheel a very good one, having practically proved its correctness in several instances. OWEN HARKLESS.

Dublin, Oct. 3.

##### SMOKE NUISANCE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I have read with some interest the several communications in your Journal respecting the smoke nuisance, though I at last begin to think we have somewhat too much of it—at least, we certainly have a deal that is disconcerting very much in the spirit of throwing dust into one's neighbour's eyes. The misrepresentations of an advertisement may be accounted for on the principle that the interested party will speak well of his own business, and when, therefore, your correspondents adopt the same line of policy, I am disposed to think that they and the inventor are not very far apart. Of your several correspondents allow me to say, that I have been most gratified with what has fallen from Mr. C. W. Williams, who always writes in a very straightforward business-like gentlemanly strain. With his advertised correspondence, as it only concerns a legal point, I have nothing to do, and your correspondent, "A North Wales Subscriber," would have had my better opinion had he kept to facts, without resorting to personalities. So that we get rid of the smoke nuisance, it need not trouble us much whether it has been achieved by a saint or a sinner—a consummation so devoutly to be wished for will cover a multitude of sins.

Mr. Williams, as the inventor of the Argand furnace, has created wonderful alarm among the almost defenceless race of smoke burners, for each has something to say against him, though all he seems to advocate is, that it is better to introduce into the furnace air at the common temperature in jets than en masse, whether cold or heated, the success of which method I have repeatedly witnessed. But I often wonder, that, with the fine opportunity of his work, *On the Combustion of Coal*, before them, his critics let that rest, contenting themselves with throwing contempt on, and abusing the author. Formerly, smoke burners were for effecting all the wonders of the combustion of smoke without air; now, I see they have improved by Mr. Williams's treatise, so far as to try every possible means of getting in air, but the plague evidently is, how to conceal or get rid of the master who taught the value of air (but in jets) in furnaces. This, to say the least, is ungrateful. With the evidence of the Argand gas burner before our eyes, who can fail to see the consequence and importance of gaining surface by division—the having many jets instead of one stream. The question of hot or cold air has always appeared to me of secondary importance in the case of using—say, a thousand jets of air. What size is each jet? A little bolt of air one-quarter of an inch in diameter. Why, such a jet, uniting with the coal gas, mixes therewith instantly, and is in combustion immediately. A bolt of air, one inch in diameter, would be longer in mixing, less combustible, and cooler; and thus, as we increased the size of the jets, diminishing the number, though we might get the same quantity of air as obtained by more and smaller jets, yet the two modes, as it appears to me, are essentially different, that further illustration must be needless. The answer, then, to the question of hot and cold air seems to resolve itself into this—that when air is admitted to a large furnace (perhaps, for a 30 or 40-horse boiler) by from one, or even a dozen apertures, it will be best made as hot as possible; but the same air, divided into 1000 jets and upwards, forms a quick and ready combustible with the gas at the common atmospheric temperature. HUGHES, Oct. 3.

##### TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—You have given the coup de grace to Alderman Thomas Talacre Wood, and he may be assigned to that contemptuous forgetfulness which is worse than oblivion, save when, for purposes of public warning or of public good, his name may appear in the columns of the *Mining Journal*, in close companionship with those of Messrs. Brocher and Millet Thomas. But there is matter of much greater consideration than the fate of the person alluded to—"the evil which men do lives after them"—and, although justice may, in some degree, be satisfied, yet it cannot be wholly so, until the responsibility so unjustly placed upon Chappelow and others is atoned for, by the withdrawal of the bills to which their names are attached; it is to this matter I would now, Sir, call your attention, and claim your valuable assistance, if it be a subject worthy your thanks and congratulations, that you have been instrumental in bringing down judgment on the guilty; it cannot be less so to feel, that your disinterested exertions have also been used to rescue the innocent from the transients with which perjury has environed them. I am inclined to think that Mr. Leveson was designally led to the belief that the persons who signed the bills were men of property—that they, with a full knowledge of the facts, voluntarily offered their names, instead of the personal movements of Wood and others—and that, consequently, there was neither injury nor injustice in using parties who had thus taken upon themselves gratuitous responsibility—it is possible, I say, that Mr. Leveson may have viewed the matter in this light, and have been so far deceived as not to be aware of the gross deception practised by Wood, Hodge, Hyndman, and others; from the publicity now given to the case, he must see that the parties whose names he employed in lieu of the legal bonds of Wood and Kin, were, in the extreme sense of the word, deceived—that the responsibility was on unjust ones—and that they are equally unprepared and unwilling to make good what they never truly undertook, and that, in retaining the payment of these bills, so disgracefully obtained, they will do so not merely because they have not the means of discharging that engagement, but from a firm persuasion that in retaining that demand they are resisting injustice. If Mr. Leveson is a man of honourable mind, he will, as soon as he is perfectly aware of the circumstances, feel himself called upon to do, what in



this grievous case is the only *amende honorable* he can make—viz., withdraw the bills, and let the stroke fall (if fall it must) upon the guilty, and not upon the innocent. Under the conviction that you will not be unwilling to assist in clearing this subject of its apparent mystery, I beg to subscribe myself,

Great Russell-st., Sept. 30.

ARGUS.

#### SOUTHAMPTON DOCKS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Since the meeting held this afternoon I have seen the "specifications" alluded to by Mr. Smith, and can assure you that they are much such extraordinary "documents" as those a few days since produced as the "contracts." That the affairs of a public company should have been so conducted, is, indeed, to be lamented. With such documentary evidence, I feel convinced the directors will be careful to keep out of a court of law in the dispute with contractors. I shall next week address you more particularly on this subject, which time will not allow of my doing now.

City, Oct. 7.

#### SANTIAGO MINE SHARES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In reply to the inquiry of your correspondent, in your last publication, "Why the Cobre shares should be at a discount, and the Santiago at a premium?" allow me to inform him that the Cobre shares have 401, each paid up, and the Santiago only 101. The Cobre Company has 12,000 shares, the Santiago only 7,000—consequently, the capital on which the former has to pay dividends is 480,600*l.*, and the latter only 70,000*l.*, whilst the produce of the mines is nearly equal. The price per share of the Cobre is 29*l.*, and the last half-year's dividend was only 2*l.* per share. The price per share of the Santiago is 33*l.*, and the last half-year's dividend was 4*l.* 1*l.* 6*d.* per share!! The only wonder, therefore, to me, is, that the Santiago shares are not more than double or treble the price of the Cobre, instead of being only 4*l.* per share above them. The Santiago shares, at 33*l.* (with the prospect of still larger dividends), appear to me to be the best and cheapest investment in the market, and I suppose the lawness of the price arises from their being so little known. N. B.

London, Oct. 6.

#### SANTIAGO MINE SHARES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In your last Journal inquiry was made why Cobre shares were so low and Santiago so high? The late rise in Santiago has surprised all who know anything of them, particularly as it is well known that one of the most valuable portions of the mine is disputed by a rival company; but the fact is, that the price of these, and many other mine shares, is merely nominal, and, if a few shares come to market, down they go 5*l.* or 10*l.* per share. If this is doubted let any one make the experiment with only 50 or 100 shares, and their true price will then be found out, and the mystery unveiled.

London, Oct. 6.

#### REDRUTH UNITED MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—May I beg the favour of inquiring, through the medium of your widely-circulated Journal, what amount of calls were paid up upon the shares in the "Redruth United Tin and Copper Mining Association" at the time of its dissolution, and where would be the most likely quarter to receive general information relating to them? I seek this intelligence on account of some shares belonging to a deceased proprietor.

London, Oct. 6.

#### GREAT WHEAL CHARLOTTE MINE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Having noticed your report of the half-yearly meeting of the proprietors in this company on the 23d ult., and which, as a shareholder present, I affirm to be a most correct one, I was surprised to see, in the *Palmouth Packet*, a report (copied, I believe, from the *Morning Herald*), in which it is stated, that, previous to the passing of the resolution, the greater number of the shareholders left the room. The observation, in itself, is correct, but not one of the shareholders left the room without giving their hearty concurrence to the wording of the resolution passed, and which is correctly reported in your Journal of the 24th. I do consider this correction of such a statement but justly due to the directors, who hold the greatest part of the concern, and who have already so severely suffered from bad management and misrepresentation.

Corwall, Oct. 6.

A LONDON SHAREHOLDER.

#### APPLICATION OF STEAM-POWER TO TOWING VESSELS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I beg to direct your attention to the following statement, which, should you deem worthy insertion in your columns, your doing so would much oblige.

Gateshead, Oct. 5.

TO MR. GARDNER, MANUFACTURER, SHIPBUILDERS, AND THE PUBLIC IN GENERAL. GENTLEMEN,—In the year 1812 I became a shareholder in a steam boat speculation on the Tyne, which was confined by the company for about two years. This did not answer, and the boats becoming out of repair were laid up. I made the company an offer for the purchase of them, which was accepted. I brought up most of the shares, and, after repairing the boats, ran them between Newcastle and Shields for some time, still it was a losing concern. In July, 1818, I conceived good might be done by towing vessels to sea. In furtherance of my idea I applied to the late Mr. Robinson, wharfinger of Newcastle, for leave to try an experiment with one of his loaded vessels, which was granted. I gave notice to Captain Copeland, of the *Friend's Adventure*, Hull trader, to have all ready from six to ten feet and a half below high water. At the time appointed I requested him to throw a line on board the steamer. The tide was against us the first three miles. Everything succeeded as well as I could wish, and the vessel was towed two miles over the bar in two hours and ten minutes—a distance of thirteen miles, the wind against us all the way. This was the first time a sailing vessel was ever towed by a steam-tug. The public did not at first appreciate my endeavours for expediting the sailing of ships in adverse winds—on the contrary, I was told I had ruined the port. I continued my two steam boats, the *Enterprise* and *Providence*, in the employ, with little benefit to myself, for my captives were so numerous they would not stir had in moderate weather. They once had an offer to tow two ships with one boat—they would on no account undertake to heavy a tug. After a considerable interval the other owners of steam-boats saw the advantage of the towing system, they employed there in a similar manner, receiving pay according to the depth of water the sailing vessels drew. The advantage to the shipowner was great; previously no vessel larger than 100 tons register ever attempted to come up to Newcastle, after the introduction of the towing system vessels of 400 tons register were brought up, and vessels that previously averaged only eight voyages in the year between the Tyne and the Tyne were enabled to average thirteen voyages, thereby keeping the coal market in the metropolitan and elsewhere regularly supplied, and preventing those great fluctuations in price which formerly times had, such a serious effect in increasing the misery of the poor. On Mr. Clayton's examination before a committee of the House of Commons, respecting the state of the river Tyne, he said words larger vessels came up than formerly, thereby giving the committee to understand that the river was in a much better condition, but he did not give the reason, nor the name of the person in whose port was changed. In 1821 the towing system was adopted between Hull and Grimsby, then at Sandstead, in 1824 at Liverpool, afterwards at Manchester, where a large steam vessel towed from three to four ships at a time from Quaker, in less than forty-eight hours, then thought a heavy tug, considering the strong current one had to contend against. Previously, ships going to Great Britain required from two to three weeks to complete the distance. The plan was then taken up in London, which, of all places in the world, I should have thought would have introduced it as soon as any idea of the kind was introduced, either in this kingdom or any other. It was soon after generally followed in all quarters of the globe. The plan has been found of great service in the West, in times of great distress, and during war the benefits are innumerable, in furthering naval operations, and saving life. In fact, the use of the towing system was, comparatively speaking, unknown before the introduction of the towing system, as ships are enabled to enter safe ports in adverse winds and adverse weather, previously they were compelled to keep a wide offing, and consequently endangered of loss. My speculation in the introduction of the towing system, which was not generally adopted until my interest ceased in the concern, cost me upwards of 100*l.* I must not omit mentioning I was honoured by some gentlemen (who would appreciate the benefit that would accrue to the port from the quick dispatch of sailing vessels) with a dissent, such a present of a handsome silver canteen, with the following inscription engraved thereon:—"Presented to Mr. Joseph Pease, by the shipowners and wharfingers of Hull, and the wharfingers of the Tyne, for his services in the introduction of the towing system, by the introduction of steam-boats in the towing of vessels upon the river Tyne, 1818."

Having said before the above statement, I leave you to judge whether my application of the power of steam to towing vessels has not conferred such a benefit upon commerce in general as to entitle me to some remuneration from the shareholders for the loss I have sustained.

#### LAW OF PATENTS.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Can you be kind enough to inform me if a caveat will give me sufficient protection while I am testing an invention, so that I can take a patent or not after the invention is tested? If so you will oblige by giving particular instructions for entering the caveat, with a form—no doubt it will be instructive to many of your readers.

Sept. 30.

[We recommended our correspondent to put the question to one of our editors of the highly respectable agents for patents, who will at once give him the required information.]

#### WEST CORK MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—You have ever been the advocate of the shareholders in this company, as in others where fraud has been practised—and, unfortunately for us, in the present instance, the law goes with the fraud—and this is not the first illustration of the immediate connection between the one and the other. How, then, is it that you are silent, while it is currently reported that a compromise has been made between Vigers and Co. and the worthy representative of nobility (Joseph Pike) and his associates? I have received different versions of the affair, but, as you have better means of access than myself, you will, perhaps, tell us the facts, and, moreover, how much the lawyers (Messrs. Freeman and Bothamley) charged us for having, upon their advice, thus placed ourselves in a position which a mere application to the grand jury at the Old Bailey would have exempted us from.

THE REPRESENTATIVE OF A LATE SHAREHOLDER.

B—square, Oct. 4.

#### PROCEEDINGS OF PUBLIC COMPANIES.

##### TRELEIGH CONSOLS MINING COMPANY.

The general meeting of this company was held at the office, 23, Threadneedle-street, on Wednesday, the 5th instant.

J. GARLAND, Esq., in the chair.

The advertisement convening the meeting having been read, the directors' report was then submitted.

#### REPORT.

In accordance with the usual custom at annual meetings, your directors have presented a statement to lay before you, of the proceedings of this company during the past twelve months. Shortly after the last annual general meeting a most important improvement took place in the western level at Christy, particularly at the fifty and sixty fathoms, where the level reached the value of 4*l.* and 5*l.* per fathom, being, in fact, a valuable course of ore, which continued for some time. The seventy fathom level has been in disordered ground from the commencement, and, consequently, poor, but strong hopes are entertained that a change for the better will take place, when it shall have been driven under the production ground in the level above, there being already indications of an improvement. The end being now very kindly, and worth 4*l.* per fathom. The encouraging prospects thus presented induced your directors to give orders to sink a new shaft called Garden's, to come down at the western extremity of the levels. This shaft will shortly be down to the fifty fathom level, and will become the emp-shaft of Wheal Christie Mine, being admirably situated for working the western ground, of which there is a considerable extent, and from which great expectations may be reasonably entertained. The levels, east, toward North Downs, have not been extended sufficiently far to meet with the continuation of the ore ground discovered in that mine, and they have latterly been altogether suspended, owing to an increase of water, which is feared might cause a greater strain upon the machinery than it could with safety sustain, but there appears to be little doubt that the level of ore discovered by our neighbours is dipping into our mine, and that wherever the resumption of the eastern levels shall be deemed prudent, we shall reach a valuable piece of ore ground. At Good Fortune a considerable improvement has lately manifested itself, which gives your directors strong hopes that this part of the mine will also eventually prove valuable. It may be interesting, and serve as an index to the progress of this concern, to insert the produce of each succeeding year since its commencement, which are as follows:—viz., in 1858 the return amounted to 1,047, 1*l.* 1*l.* 1*l.* in 1859, 1,047, 1*l.* 1*l.* 1*l.* in 1860, 1,047, 1*l.* 1*l.* 1*l.* in 1861, 1,047, 1*l.* 1*l.* 1*l.* in 1862, 1,047, 1*l.* 1*l.* 1*l.* in 1863, 1,047, 1*l.* 1*l.* 1*l.* in 1864, 1,047, 1*l.* 1*l.* 1*l.* in 1865, 1,047, 1*l.* 1*l.* 1*l.* in 1866, 1,047, 1*l.* 1*l.* 1*l.* in 1867, 1,047, 1*l.* 1*l.* 1*l.* in 1868, 1,047, 1*l.* 1*l.* 1*l.* in 1869, 1,047, 1*l.* 1*l.* 1*l.* in 1870, 1,047, 1*l.* 1*l.* 1*l.* in 1871, 1,047, 1*l.* 1*l.* 1*l.* in 1872, 1,047, 1*l.* 1*l.* 1*l.* in 1873, 1,047, 1*l.* 1*l.* 1*l.* in 1874, 1,047, 1*l.* 1*l.* 1*l.* in 1875, 1,047, 1*l.* 1*l.* 1*l.* in 1876, 1,047, 1*l.* 1*l.* 1*l.* in 1877, 1,047, 1*l.* 1*l.* 1*l.* in 1878, 1,047, 1*l.* 1*l.* 1*l.* in 1879, 1,047, 1*l.* 1*l.* 1*l.* in 1880, 1,047, 1*l.* 1*l.* 1*l.* in 1881, 1,047, 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result of this mismanagement.—The directors had found considerable for the sum which was to have completed the whole, and to serve in such difficulties, they had referred the matter for Mr. Moreau, C.E., instead of taking the plain straightforward, as they held the contracts were good, stand upon them, validity in a court of law. The retaining-walls had in some ways, and before the decks were opened the contractors required that operations being attended with an enormous expense, they ought not to have been thrown upon the company, and we have seen had the directors taken proper precaution in having the contracts, but as he saw Mr. Smith, the company's solicitor, had said him to state if he considered the so-called contracts had legal value.—Mr. BARNETON stated that he had taken to the meeting being called public, it was not a public, but a private, and, consequently, any other gentleman could speak.—Mr.

experts in work at the overcast line, in north mine, having for copper; going below the level the bush over the good work in the. At the eighty-one, driving south, we have intersected a small branch containing ore; this is a promise to the hole, and a favorable omen. At the 200, for the new angle-shaft is about twenty inches wide. Although a poor slow ground in the wings, but now we find the ore in the wings. The strike and pitch in the back of the day at the same place, in that end may be considered as but slightly off, per centum. The forty feet is at present yielding ore from the top to the back of this level since my last. The same remains stationary. We shall commence driving west shaft, on the course of the hole we recently met with there. The nature of that and Eastwood hole, in a few days.

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 late, Mr. Blunkhorn, at his chemical works, Little Norton,  
 and praise was given by every one who saw this exhibition  
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 dimensions are 122½ feet high, 127 ft. 6 in. base, 166  
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HOLMSTEN MINING COMPANY,  
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